L. S. Ayres @ Co. VPHOLSTERING

Lower prices on tapestries and velours make it especially advantageous to have your worn chairs looked after now. Then, they are easier spared a few days during the sum-

Shall we send a man up to make an estimate?

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Indiana's Greatest Distributers of Dry Goods

THE H. LIEBER COMPANY

The Camera Season Is Here There's no such assortment in as here. Every worthy make.

THE H. LIEBER COMPANY Manufacturer of Grilles and Fret Work.

IV onday's

BARGAINS

200 Brussels, Axminster and Velvet Rugs, at

57 cents.

500 cuttings of fine Carpets, suitable for mats, chair bottoms, cushions,

5c, 10c, 15c, 25c and 35c each. THIS IS AN UNUSUAL CHANCE. COME EARLY

Albert Gall

Carpets, Draperies, Wall Paper, 17 and 19 West Washington St.

Hardwood Floors laid, finished and refinished.

Vacation Money

If you have not saved enough money for a interesting, refreshing trip, you should ndeavor to borrow the money. It will be easy to pay up the money in little instailments, while it would be hard to settle with nature for not taking needed rest. If you hold a good, permanent position we can robably loan you all the money you will need. We guarantee absolute secrecy. Drop in and talk the matter over with us.

INDIANA LOAN CO. Established 1887 Lombard Building, 241/2 E. Wash. St.

TEN DETECTIVES ON HAND

WAR BETWEEN AN ELECTRIC LINE AND A STEAM RAILROAD.

Trouble at Spring Lake Park, Sixteen Miles East of Indianapolis-Crowds Inconvenienced.

Competition is indeed a stimulant to business, but it sometimes hampers the competitors and everyone else who is in terested in the contest when carried to certain point. Such was the condition yesterday at Spring Lake Park, Philadelphia, about sixteen miles east of Indianapolis. The Indianapolis-Greenfield Electric Railway, that has just opened a battle with the Panhandle Railroad Company for passenington to Greenfield within a few hundred

ger traffic by paralleling a line from Irvyards of the railroad, carried hundreds of people yesterday to and from both terminal points. The schedule of an electric car every hour was an inducement that made Spring Lake Park the destination of hundreds. The company's powerhouse is about a half mile this side of Philadelphia and directly opposite the park, but is separated by the Panhandle railroad. The electric company has a switch at the power house, and passengers going to the lake have been carried there and unloaded, making a short cut to the park by crossing the railroad. Yesterday it was different and in the afternoon General Manager L. E. McDonald and Elmer E. Binford, the company's attorney, were gloomily standing at the entrance to the power house watching cars unloaded a half mile away and then whiz by without stopping. The cause of all this trouble to the two men was ten railroad letectives stationed along the Panhandle right of way to prevent any one from tresassing on the company's property. This cted as a complete blockade in the former passage to the park, and instead of taking the convenient avenue the pleaure seekers were unloaded a half mile away, where to make their way to the resort over a rough, dusty road. It is asserted that the Panhandle Company will keep guards on

CHILD COMMITS THEFT.

time to settle.

is trying to devise some means to counter-

Little Girl Eleven Years Old Robs Grocer.

Edward Homuth, a grocer at Pine and St. Clair streets, lost \$13.81 yesterday afteryears of age, who lived near the drawing the vinegar she went behind the counter and took the money out of the drawer, which had been left open, and then tendered \$1 of the stolen money in pay ment. Charge was given her and after she eft the loss was discovered. The money in the drawer had been counted a few moments before and no member of the family knew of any change having been made

other than that for the little girl. The child strongly denied having taken the money, but when her mother told of having given her a nickel with which to pay for the vinegar and she was confronted by the grocer, who claimed he had changed the dollar for her, she confessed to having taken the money, and a pocketbook which was in the drawer. The pocketbook had not at that time been missed. She claimed to have hid the plunder under a stone at the side of a telephone pole, but it could not be found. The parents agreed to have her in Police Court this morning and she was not taken to police headquarters.

New Planes, \$165, at Wulschner's

WILL PRECIPITATE ACTION AGAINST RAILROADS TO-DAY.

Mandatory Proceedings to Compel the Elevation of Tracks According to Provisions of Ordinance.

FULL TEXT OF THE COMPLAINT

WHICH IS TO BE FILED IN ONE OF THE SUPERIOR COURTS.

The Indianapolis Union Railway Company Is Named as Defendant to the Action.

City Attorney Kern will to-day file suit against the Indianapolis Union Railway Company to compel that company to elevate the tracks according to the ordinance passed by the City Council last year. The suit is in the nature of a mandamus proceeding and will be filed in the Superior Court. The company which governs the tracks of the various railroad companies running into Indianapolis should have begun the work of elevating the tracks in the first district on April 1, this year, but the company refused to do so. City Attorney Kern then sent a letter to the railroad companies demanding that they elevate the tracks or suit would be begun. As the companies again refused to commence work the suit to be filed to-day is the out-

come. The complaint is as follows: "The petitioner and relator herein, the city of Indianapolis, respectfully shows to the court here, that it is a city of more than one hundred thousand population, according to the federal census of 1890, and provisions of an act of the General Assembly of the State of Indiana, entitled 'An act concerning the incorporation and government of cities having more than one hundred thousand population according to the last preceding United States census, and matters connected therewith, and declaring an emergency,' approved March 6, 1891, and the various amendments to said act.

"That the defendant is a corporation organized and incorporated under and in pursuance to the statutes of said State, governing the incorporation of such companies, and has been so existing for many years, and engaged as it is now in maintaining a union railway station in said city. and owning and controlling numerous railroad tracks in said station, and extending east from said station through a populous part of said city, across Meridian, Pennsylvania, Delaware, Alabama, New Jersey and ---- streets, and also extending west from said station across Capitol avenue Senate avenue and other streets in said city. That passing over the said tracks extending to the east of said station are all the passenger engines and tenders and all the passenger, baggage, express and mail cars run and operated in and through said city by the following lines of railway, to

LIST OF RAILROADS.

"I. Cleveland division of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company, which is a railroad thoroughfare connecting the city of St. Louis and other important points east and west thereof with the cities of Cleveland, Buffalo New York and Boston.

"2. The Cincinnati division of the said Cleveland, Cincinnati, Chicago & St. Louis Railway, which is also a thoroughfare connecting the cities of Chicago and St. Louis and other points to the north and west of such cities with the cities of Cincinnati, Washington, D. C.; Richmond, Va.; New-port News, Va.; Baltimore, Md., and Phila-delphia, Pa.

"3. The Columbus or Peoria division of said last named railroad, which is a thoroughfare connecting the city of Peoria, Ill. and points west thereof and intermediate points with the cities of Springfield and Columbus, C.

"4. The Benton Harbor division of said last named railroad, which is a thorough-fare connecting the city of Indianapolis with the cities of Anderson, Marion, Wabash. Warsaw, Goshen and Elkhart in Indiana, and the cities of Benton Harbor and St. Joseph in the State of Michigan.

"5. The Pittsburg, Cincinnatt, Chicago St. Louis Railroad, which is a part of the great Pennsylvania Railroad system connecting the various points in the West, reached by that system, with the cities of Columbus, O., Pittsburg, Pa., Philadelphia, New York, Washington and Baltimore. The Cincinnati, Hamilton & Indianapolis Railroad, which is operated by and is a part of the system of the Cincinnati,

Hamilton & Dayton Railroad, which company operates and runs its trains from Chicago by way of Indianapolis to Cincinnati. and also from Indianapolis and Cincinnati by way of Dayton to Toledo and Detroit. The Chicago, Indianapolis & Louisville Railroad, which is also a thoroughfare between the cities of Indianapolis and Chi-

The Lake Erie & Western Railroad, which is a thoroughfare between the said v of Indianapolis and the cities o Noblesville, Tipton, Kokomo, Peru, Rochester, Plymouth, Laporte and Michigan City in Indiana, and the cities of Bloomington, in Illinois, and Sandusky, O., and intermediate points.
"9. The Jeffersonville, Madison & Indian-

apolis Railroad Company, which is a part of the Pennsylvania Railroad system aforesaid, and which with the Chicago division of the Pittsburg, Cincinnati, Chicago & St. Louis Railroad constitutes a thoroughfare between the cities of Louisville, Ky., and Chicago, Ill., through passenger trains being run and operated between such points and passing through said city of Indianapolis

NUMBER OF TRAINS THAT PASS. "That not less than eighty trains of cars. known as passenger trains, each made up of engines, tenders, baggage, mail and express cars, and drawing room, chair or sleeping cars, and other cars used for the there is a highway crossing, and compelled transportation of passengers, propelled by steam and controlled and managed by the several companies operating the abovementioned railroad lines, pass over the said day and night to prevent trespassing, and tracks of the said defendant which run the management of the electric company eastward from the said Union Station every twenty-four hours, and that at ceract the move. What is to be done or how | tain times of the day and night the intermatters will be adjusted is a question for vals between said trains are very short that said trains run at a high rate of speed, and cross the streets hereinbefore named, which run north and south in said city. That said trains, so run as aforesaid. arrive at and depart from the said Union Station as follows: At 12:20 a, m., 12:45 a m., 12:55 a. m., 3:25 a. m., 3:30 a. m., 3:45 a. m., 3:55 a. m., 4:10 a. m., 4:15 a. m., 4:25 a. m., 5:45 a. m., 6:30 a. m., 6:40 a. m., 6:45 a. m., 6:50 a. m., 7 a. m., 7 a. m., 7:15 a. m., 7:15 a. m., 7:55 a. m., 8 a. m., 8:21 a. m., 8:25 a. m., 8:55 a. m., 9 a. m., 9:25 a. m., 10 a. m., 10 a. m., 10:20 a. m., 10:25 a. m., 10:45 a. m., 10:50 a. m., 11:15 a. m., 11:15 a. m. 11:25 a. m., 11:30 a. m., 11:35 a. m., 11:40 a. m., 11:45 a. m., 12:10 p. m., 12:20 p. m. to investigate. They found the money had 1:25 p. m., 2:35 p. m., 2:40 p. m., 2:45 p. m., been taken by Mary Mobiey, a little girl 2:45 p. m., 2:50 p. m., 3:05 p. m., 3:05 p. m., 3:10 p. m., 3:25 p. m., 3:25 p. m., 3:35 p. m. 3:35 p. m., 4 p. m., 4:20 p. m., 4:37 p. m., 4:46 store. She entered the place and asked for | p. m., 4:50 p. m., 5 p. m., 5:30 p. m., 5:40 some vinegar. While the proprietor was | p. m., 6:15 p. m., 6:20 p. m., 6:25 p. m., 6:30 m., 6:40 p. m., 6:50 p. m., 7 p. m., 7:07 p. m., 7:25 p. m., 7:30 p. m., 8:35 p. m., 10:20 p. m., 10:20 p. m., 10:30 p. m., 10:40 p. m. 11:05 p. m., 11:45 p. m., 11:55 p. m.

"That passing over all the said tracks extending out of and to the west of said station, and crossing the public streets of said city hereinbefore named, are all the passenger engines and tenders, and all the passenger, baggage, express and mail cars. drawing room, parlor and sleeping cars run and operated in said city by the fol-

lowing lines of railway, to wit: "1. The Chicago disvision of the Cleve-land, Cincinnati, Chicago & St. Louis Railway Company, which is a thoroughfare extending from the city of Indianapolis to the city of Chicago, and connecting with the various other divisions of said railroad centering in said city of Indian-

"2. The Peoria division of said last named railroad, extending from Indianapolis to Peoria, Ill., and conecting with the other named divisions of said railroad in

land, Cincinnati, Chicago & St. Louis Railway Company, extending from the city of Indianapolis to the city of St. Louis, connecting at Indianapolis with the other named divisions of said railroad. "4. The Terre Haute & Indianapolis Railroad, commonly called the Vandalia

line, which extends from the city of Indianapolis to the city of St. Louis. "5. The Indiana, Decatur & Western Railroad, which runs from said city of Indianapolis to the city of Decatur, Ill., and having both eastern and western connections at its terminal points.

"6. The Indianapolis & Vincennes Railroad, which is operated by and is a part of the Pennsylvania Railroad system, extending from said city of Indianapolis to the city of Vincennes, Ind., and having connections with the other parts of said

RUN AT HIGH RATE OF SPEED. "That not less than fifty-seven trains of cars, known as passenger trains, each made up of engine, tender, baggage, mail and express cars, and drawing room, chair or sleeping cars, and other cars used for the transportation of passengers, propelled by steam and controlled and managed by the several companies operating the above mentioned railroad lines pass over said tracks of said defendant which run westward from said Union station every twentyfour hours, and that all such trains cross Capitol avenue, Senate avenue, ond other streets of said city, running at a high rate of speed. That such trains so run and operated as aforesaid arrive at and depart from the said Union station at the following hours: 12:05 a. m., 2:25 a. m., 3:20 a. m., 3:30 a. m., 3:30 a. m., 4:05 a. m., 4:05 a. m., 6:45 a. m., 7:20 a. m., 7:25 a. m., 7:25 a. m., 7:30 a. m., 7:45 a. m., 8:15 a. m., 8:15 a. m., 9:25 a. m., 10 a. m., 10:20 a. m., 10:35 a. m., 10:40 a. m., 11:45 a. m., 11:45 a. m., 11:45 a. m., 11:50 a. m., 12:15 p. m., 12:30 p. m., 1:20 p. m., 2:25 p. m., 2:30 p. m., 2:40 p. m., 3 p. m., 3:25 p. m., 3:30 p. m., 3:30 p. m., 3:45 p. m., 3:55 p. m., 4 p. m., 4:10 p. m., 4:15 p. m., 4:40 p. m., 4:45 p. m., 5 p. m., 5:15 p. m., 5:35 p. m., 5:45 p. m., 6 p. m., 6 p. m., 6:08 p. m., 6:10 p. m., 6:10 p. m., 7 p. m., 7 p. m., 11:10 p. m., 11:20 p. m., 11:20 p. m. and 11:50 p. m. "That the said tracks of said defendant over which the trains aforesaid are run and

operated extend in a general easterly and westerly direction through the central part of said city of Indianapolis; that the population of said city when the said tracks were first laid, and the right of way therefor obtained, was not to exceed twenty thousand; that the said population has increased until it is now about one hundred and eighty thousand; that the prinicpal thoroughfares of said city connecting that part thereof which lies south of said crossed by the tracks aforesaid; that the part of said city devoted to mercantile busiless, both wholesale and retail, is situated north of said tracks, while on the south side thereof there are large factories, and at least one-third of the entire population of said city resides on that side "So that the streets aforesaid so crossed

by the defendants' tracks are of necessity constantly used by the people of said city in passing backwards and forwards between the said different parts of said city, from factories to stores, and from residences to places of business, such streets being as aforesald the principal thoroughfare for public travel, and for the transaction of the necessary business of said

THOUSANDS PASS OVER TRACKS.

"That in the necessary and proper movement of the people of said city, in the transaction of their daily business, in the attending of schools by children, and the attending of churches and other public places by all, and in the lawful and necessary pursuit of the various vocations of the people, large numbers of men, women and children are each day and night required to travel upon said streets when the same are crossed by the defendant's said railroad tracks, and that no less than forty thousand people each day are compelled to and do pass on and over said tracks when the same cross the streets aforesaid. That said travel is by foot passengers, and by those driving in wagons, buggies, carriages and other vehicles. That when the trains of the several railroad companies are running across the said treets, at the intervals as above set forth, some being propelled to the east and others to the west, the engines emitting large quantities of smoke, the bells thereon ringing, the whistles thereon sounding and all running at a high rate of speed, there is constant danger to the lives of any and all persons who are traveling in and upon

any of such streets at the points of such "That within the past two years many inhabitants of said city have been killed at such crossings, and many more have been seriously injured, by engines and cars, running upon and against them while such persons were endeavoring to travel | the city of Indianapolis, passed on the 23d on the said streets at the points aforesaid, as they had a right to do. That a large amount of property is annually destroyed at such crossings by reason of collisions between the engines and cars passing over the same with wagons and other vehicles loaded with merchandise and other property, and that the amount of expense and loss caused by the delays to vehicles and plained of, and for all other necessary and pedestrians traveling upon such streets at such crossings by the use thereof at grade by said railroad engines and cars amount to many thousands of dollars annually.

"That by reason of the increased and increasing volume of railroad traffic, the necessity for more engines and cars, and more constant use of said railroad tracks is constantly increasing, while by reason of the increase in the population of said city on both sides of said tracks, the necessity for additional travel across said tracks on the streets aforesaid is also increased and constantly increasing, so that the dangers to life and property by reason of such are also increasing in corresponding proportion to such increase of railway traffic and population. And by reason of such facts your petitioner avers that the continued existence of the said railroad tracks of defendant upon and over the said streets hereinbefore named has become and is wholly inconsistent with the use of said streets for public travel, and that such continued existence is a constant menace to the lives of all the people using the same at the points aforesaid.

TRACKS SHOULD BE REMOVED. "That it is necessary, in order to make such streets and highways at such crossings reasonably safe for the inhabitants of said city making proper use thereof, and for property being conveyed along the same, and to restore such streets so occupied by said tracks so that they may be safe and convenient for public travel, that the surface of such streets should not be occupied by such tracks, or any tracks used for the passage of locomotive engines and railroad cars propelled by steam, and that such railroad tracks should be removed from the surface of said streets with all

reasonable dispatch. "That the said railroad tracks of defendant, used as they now are, in the manner above set forth, and as they must necessarily be used in the carrying of passengers, mails, baggage and express matter. being a menance to the safety of the people, and a constant source of peril to their lives, constitute a nuisance, and should be

abated without delay. "That the Common Council of the city of Indianapolis on the 23d day of August, 1809, recognizing the evils hereinbefore recited. attempted to remedy the same by the passage of an ordinance entitled 'An ordinance for the restoration of highways and streets in the city of Indianapolis whose surface is occupied by rairoad tracks, by the removal of such tracks, and for the removal of railroad tracks from the surface of highways and streets in such city, providing penalties for its violation and fixing a time when the same shall take effect,' which ordinance was approved by the mayor of said city on the 25th 'day of August, 1899, a copy of which is filed herewith, made a part hereof and marked ex-

"That by the terms of said ordinance was provided amongst other things: That all railroads and railroad track and structures upon the surface of the streets and highways, within a designated territory in said city called the First district, which district included all the streets and crossings mentioned and described in this petition, should be removed therefrom on or before the 1st day of September, 1901, and should not thereafter de relaid. "2. That every railroad track existing or being upon any public street or high-

way at grade in said city contrary to the provisions of said ordinance, is declared to be a nuisance, the same being a menance to life and property therein and a serious intereference with the comfort, safety and convenience of the public "3. That after the time therein limited for the removal of such tracks the Board of

Public Works of said city shall be authorized and directed to cause the same to be removed and abated. "4. That any corporation, person or peraid city of Indianapolis.

"3. The St. Louis division of said Cleve- tain any railroad tracks upon the surface

of streets contrary to the provisions of such ordinance should be liable to a penalty of two hundred dollars (\$200) per day.

A FURTHER PROVISION. "And said ordinance also provided that subject to the limitations, conditions, reservations and exceptions contained in said ordinace 'the consent of the Common Council is hereby given to all persons and corporations now owning or operating any railroad or railroad tracks upon the surface of any of the streets or highways within the limits of said city heretofore constructed upon or across the same, in pursuance of lawful authority, to construct, maintain and operate elevated railroads in

lieu thereof. "That among the conditions set forth in such ordinance upon which such corporations or persons so owning and operating railroads in said city might maintain elevated tracks in lieu of the tracks at grade as at present was the condition 'that the work of constructing each of said elevated railroads within the said first district shall be commenced not later than the 1st day of April, 1900, and completed not later than the 1st day of September, 1901;' and the further condition 'that each person or corporation desiring to construct any elevated railroad shall first submit plans and specifications therefor to the Board of Public Works for its approval, and that the construction of such elevated railroads shall be upon plans and specifications approved by such board and not otherwise.'

"That the said defendant, the Indianapolis Union Railway Company, has not commenced the work of elevating its said tracks, nor any of the same, nor of con structing elevated railroads in lieu of its said tracks, nor has it taken any steps looking to such elevation or the construction of any such elevated railway.

"That it has not submitted to the Board of Public Works of said city any plans or specifications for the construction of any such elevated railroad. But, on the contrary, the said defendant and all the corporations owning and operating trains which pass over defendant's said tracks have given out and declared through their duly authorized agents and officers that it is their purpose to ignore the provisions of said ordinance, and their fixed determination to continue to maintain the said tracks at grade and to operate over and on the same the trains of cars hereinbefore de-

RAILROADS REFUSED TO COMPLY. "That a written demand was, after the 1st day of April, 1900, made by your petitioner upon said defendant, and all said railroad companies, requesting and directing them to proceed with the work of contracks with that part lying north thereof structing elevated railroads in lieu of the of them at grade as aforesaid, but that each and all of said corporations, including the defendant, have failed and refused as aforesaid to comply with said request and demand. And your petitioner shows to the court that the work of elevating the tracks of said defendant and constructing an elevated railroad in accordance with the provisions of said ordinance, or in such manner as to remedy the evils and obviate the dangers herein complained of, cannot now be longer delayed by said defendant, if the said work is to be completed by the 1st of September, 1901.

"That if said work should be commenced at the date of the return to this proceeding, it would have to be prosecuted with extraordinary diligence to complete the same by the date last aforesaid. "That it is the purpose of said defendan and of all the corporations herein named to refuse to take any steps looking to compliance with the provisions of said ordinance, or to the removal of the evils and dangers of the grade crossings aforesaid, until after the 1st day of September,

1901, and then contest and litigate the validity of said ordinance. "That such delay will result in a co tinued loss of life to the people of said city, and the indefinite continuation of the perils and dangers heretofore recited. Your petitioner shows to the court that the con struction of elevated railroads or tracks by said defendant and by said other railroad corporations is the proper and only feasible remedy for the evils and dangers herein referred to, which will give to the people the free, safe and unobstructed use of their public streets and thoroughfares for travel, without in anywise interfering with the running of the trains of the sai railroad companies which are necessarily used in the transportation of passengers

throughout the country. "Wherefore your petitioner prays that this honorable court issue its alternative writ of mandate, commanding the defendant to commence without delay the work of removing its tracks when the same cross Meridian, Pennsylvania, bama, New Jersey and streets in the city of Indianapolis, and construct ing in lieu thereof elevated railroad tracks in such manner as not to interfere with public travel on any of the streets named, and in compliance with the provisions the ordinance of the Common Council day of August, 1899, and approved by the mayor on the 25th day of August, show cause same should not be done, and that upon a return to said writ and hearing had, a peremptory writ be granted, commanding said defendant to do those things the refusal to do which is hereinbefore com-

proper relief." FISHING SEASON OPENS.

Many Enthusiasts Were Out Yesterday.

Yesterday was fish day-not for eating, but for catching. It was a day when wellbehaved people were aroused at awful hours by enthusiastic fishermen who wanted an early start. The prohibitive period of the tioned along the river from miles above to miles below the city. The river about Broad Ripple and for several miles above seemed to be the favorite place. Several good strings were seen, but the majority of the enthusiasts returned with tales of having thrown their catches back, as they did not want to carry them home. No one was found, however, who had seen anyone but himself throw any fish back into the

One old man, a typical fisherman, amused crowd on one of the Broad Ripple cars by telling of the early morning for fishing. "Twas as fine a mornin' as ye ever said he, "just the mornin' for catching fish. I was out early. Out in the riffles' when the sun come up. Ye never see a better time for fishing. It was kinder cloudy along the edges. It was fine for fishing, I tell yer," and so the old man continued in spite of the fact that he was obliged to tell in answer to a query that he caught no fish, not even a good bite. The old man was not alone along the river at sunrise. Even as early as 2 o'clock yesterday morning fishermen, and women too, on bicycles, in swell turnouts, buggies of all sorts, transfer wagons, and, in fact, any old conveyance, were to be seen making their way through the streets in the direction of the river and the exodus continued throughout the day. The early norning trains took many from the city to fish in more unfrequented places, and these were the ones whose strings showed up best on returning last night. In connection with the opening of the fishing season it is rather curious to note that there have been no arrests in Indianapolis this year for violation of the fish laws, whereas last year the arrests and

convictions were numerous. A Death at the Julietta Hospital. William P. Davidson, an inmate at the County Hospital at Julietta, died yesterday morning from heart trouble. He was seventy-three years of age and very feeble. He was admitted to the poor farm about a year ago and was transferred to the hospital recently. He has relatives living in Lawrence township.

schedule of Greenfield Electric Line. The Indianapolis and Greenfield Rapid Transit Company will run regular cars between Irvington and Greenfield on Wednesday, June 20, 1900, on the following schedule, and will continue on such schedule until further notice: Leave Greenfield. Leave Irvington. 7:15 a. m. 6:00 a. m.

8:30 a. m. 7:15 a. m. 9:45 a. m. 8:30 a. m. 11:00 a. m. 9:45 a. m. 12:15 p. m. 11:00 a. m. 1:30 p. m. 2:45 p. m. 1:30 p. m. 4:00 p. m. 2:45 p. m. 4:00 p. m. 5:15 p. m. 5:15 p. m. 6:30 p. m. 6:30 p. m. 7:45 p. m. 7:45 p. m. Cars of this company will run to Central MAYOR TAGGART LEAVES

WITH A PARTY OF FRIENDS HE STARTS FOR KANSAS CITY.

John W. Kern Decides to Attend the Convention-Official Democratic Train from Ohio.

Mayor Taggart started for Kansas City at 3:30 o'clock yesterday afternoon by way of the Vandalia. In the mayer's party were Hugh J. McGowan, general manager of the street-railway company, John W. Miner, Democratic candidate for auditor of state, Jerome Herff, candidate for treasurer of state, and Nelson J. Hyde, member of the Board of Public Safety. At St Louis the party will transfer to the Missouri Pacific and proceed by that route to Kansas City.

John W. Kern, Democratic candidate for Governor, left the city at 12:20 yesterday afternoon for St. Louis. He will also proceed to Kansas City. Some time ago it to-day. was announced that Mr. Kern would not attend the convention. Having business in St. Louis, however, he decided to go there at this time and attend to it and then go street. on to the convention. Before leaving Mr. Kern arranged for the filing to-day of the mandatory suit to force track elevation at crossings. Charles L. Hernly, chairman of the Republican state committee, also started for Kansas City yesterday, accompanied by his son. Mr. Hernly is curious to watch the operations of the convention. and has been promised a ticket. Secretary Hawkins, of the Democratic committee, will leave for the convention this aft-ernoon on the official "conservative" train. This train will go over the Vandalia, which was the route selected by the State com-mittee. What is known as the free silver train will leave about the same time. It will carry the silver Republicans and the iltra silver Democrats. Ohio's official Democracy went through Indianapolis yesterday on a special Big Four train at 3 o'clock. The train was from the amount of enthusiasm displayed. | City at 7 a. m. July 3.

Duckworth Club was not on the train.

San Juan Rescue Club.

A number of the leading colored Repubicans, of Anderson, have conceived the idea of organizing a San Juan Rescue Club, as a complement of the Rough Rider clubs now being organized all over the State. The plan is unique and will be the first club organization of the kind in the United States. The indications are that the club will have a large membership, as the most prominent colored men of Anderson are outting lots of enthusiasm in the organization. Secretary Mitchener, of the Lincoln League, is daily receiving letters containing nformation of new Rough Rider clubs that are being organized. In some of the counties clubs have already been organized which have more than a thousand members. A movement is on foot in Allen coun ty to raise a regiment which will be 2,000 strong. The county has twenty townships and it is the intention to raise a troop of 100 in each township.

STORY TOLD BY A CHILD

EXPLODED BY HER BROTHER, WHO SAID SHE WAS A RUNAWAY.

The Little Maid Had Wandered Awa from Her Home at 115 West Morris Street.

Last night about 9 o'clock Patrick Moran section foreman, came into the Union Station and told Stationmaster Lewis that a little girl was wandering about in the vicinity of South street and Capitol avenue. Lewis told him to bring the girl in and place her in charge of the matron. Presently Moran returned bringing a very nice appearing little girl, neatly clad in a short white dress but bareheaded, her hair parted in the middle with extreme exactness, and two long braids hanging down on either side, and her general manner indicating that she came from a home of refinement.

Stationmaster Lewis questioned her, and she said her parents were dead and that she came from Cincinnati. She gave her name as Sarah Dell. Her statement was to the effect that after the death of her parents a Mrs. Goldstein took her in and there she has since made her home. She said they moved from Cincinnati here last Tuesday, taking up their residence on East Washintgon street. In explaning her companionless condition she said she went out walking with another little girl yesterday afternoon and that when she returned Mrs. Goldstein had moved, leaving the house destitute of furniture. She added that when picked up by Mr. Moran she was searching for Mrs. Goldstein, or some one who could give information as to her whereabouts. She gave her age as thirteen and her looks verified the statement. Mr. Lewis left her in the woman's walting room, guarded by the matron, and tele-phoned to the police station to Desk Sergeant Boylan. When the story was finished Sergeant Boylan said the police were looking for a girl of that description who had run away. The picture he gave of the runaway tallied so nearly with the girl in the matron's room that Mr. Lewis aske the sergeant to have the case investigated The police had telephone connection with the missing girl's parents and instructed

them to call at the Union Station and see if the girl there belonged to them. A little after 10 o'clock a young man came to Mr. Lewis's office and requested to see the girl. He at once recognized her as his sister. He said her name is Sarah Zier, and that her home is at 115 West Morris street. According to his statement she left home about 3 o'clock in the afternoon and not returning when night came, the police were asked to assist in finding her. He could give no reason why she ran away saying she has a good home, and adde that he believed she is subject to conditions during which time she wanders away and is not responsible for what she

The girl said nothing when her brother came and while he recited the story to Stationmaster Lewis, she offered no protest or affirmation. Mr. Lewis told her brother to take her home and she walked away with him without protest and apparently contented.

JOHN HOWARD'S SUFFERINGS

He Was Found in a Box Car and Sent to the Hospital.

John Howard, an umbrella mender, who has lived at 417 South Illinois street, was found by Patrolman Smith yesterday afternoon in a box car at Noble and Washington streets. He had been in the car since 7 a. m. Saturday, without food or drink He was in a critical condition when found and was at once transferred to the City Hospital. Howard was suffering with ulcers on his limbs, which were swollen to twice their usual size. When found he was almost unconscious and had newspapers wrapped about his legs to protect the sores from the flies.

AGAINST METER SYSTEM.

Those Who Will Speak at the Mass Meeting To-Night.

At a meeting of representative citizens who are opposed to the compulsory use of meters for natural gas, the following citizens were selected to make five-minute speeches at the meeting to be held in the Council chamber at 7:20 this evening Charles A. Bookwalter, Charles E. Cox,

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Harry Hubbard, David Erdman, Armin C. Koehne, Rev. R. V. Hunter, John F. White, Dr. Theodore Wagner, Charles A. Gauss. The meeting is called for the purpose of demonstrating to the councilmen the feeling against meters. An ordinance will be introduced in the

meters. John R. Pearson, of the Indianapolis Gas Company, said last night that the ordinance will not be prepared until Seaton, the Hatter,

BIG FOUR AND WABASH. To Kansas City, Mo. The Official Route Of all the Democratic Clubs, The Silver Democratic Club, The German-American Club, The Cleveland Club and

\$14.00 for the Round Trip from Indianapolis. And corresponding rates from all points in Indiana. Tickets good going on all trains July 1, 2 and 3, good to return till July 9. Special official train will leave Indianapo-lis Monday, July 2, at 3:25 p. m., and run through without change, reaching Kansas

The Republican Free Silver Club.

For further information call on Big Four H. M. BRONSON, A. G. P. A. PENNSYLVANIA-VANDALIA LINES. Special Low Rates,

July 9th, 17th, August 1st. Denver, Colorado Springs, Pueblo, Ogden, Salt Lake City and points in South Dakota and Wyoming. For particulars, call on ticket agents or address W. W. RICHARDSON, D. P. A.

\$12.00-Chautauqua Lake and Return, Via C., H. & D. and Erie R. R. Tickets sold July 6, good to return for thirty days. Train leaves Indianapolis 4:45 p. m., arrive Jamestown 6:47 next morning. For detailed information and sleeping car reservations call at Union Station or 25 West Washington street.

BIG FOUR ROUTE. \$1.25-Cincinnati and Return-\$1.25. Sunday, July 8, 1900. Special Express Excursion Train,

Making no stops in either direction, wil leave Indianapolis 7:30 a. m.; returning, leave Cincinnati 7 p. m. Baseball Cincinnati vs. Brooklyn. PENNSYLVANIA LINES.

National Educational Association. Tickets sold July 3, 5, 6, 8. Variable routes and stopover privileges. Rates open to all. Through time and other details furnished on application to nearest Pennsylvania line ticket agent, or address W. W. RICHARDSON, D. P. A.

Low Fares to Charleston, S. C.

Via C., H. & D. R. R. National Educational Association Meeting. Tickets sold July 3, 5, 6 and 8, final re-

Charleston, S. C., and Return

turn limit Sept. 1. Cheap rates; liberal stopover privileges; diverse routes without extra cost. Send for illustrated pamphlet. R. P. ALGEO, D. P. A.

July 4th Excursions Via C., H. & D. Ry. Tickets sold to points within 200 miles at rate of one fare for round trip. Good

going July 3 and 4. Final limit returning. Big Four Route. Reduced rates to Charleston, S. C. National Educational Association Tickets sold July 3, 5, 6 and 8. Good to return till Sept. 1. Privilege of going one route and returning another, with stopover privileges.

For rates, routes, etc., call at Big Four flices. H. M. BRONSON, A. G. P. A. PENNSYLVANIA-VANDALIA LINES Fourth of July Rates.

Tickets sold July 3 and 4, one fare for ound trip to points on these lines within two hundred miles of selling station. Return limit July 5. Call on ticket agents.

\$5.00-Chicago and Return-\$5.00.

Via Monon Route. Tickets sold July 3 and 4. Final return limit, July 5. \$3.30-Cincinnati and Return-\$3.30.

\$3.30-Dayton and Return-\$3.30. Via C., H. & D. Ry. Tickets sold July 3 and 4. Final return imit, July 5.

Big Four Route. \$12.00 Chautauqua lake and return. Tickets sold July 6 and 27. Good returning thirty days. Call at Big Four offices for full information or address H. M. BRONSON, A. G. P. A.

July 4th Excursions Via Monon Route. Tickets sold to points within 200 miles a rate of one fare for round trip on July 3 and 4. Final return limit, July 5.

BIG FOUR ROUTE.

Fourth of July Rates. \$5.00 to Chicago and return. \$3.30 to Cincinnati and return. \$3.30 to Dayton and return. \$5.30 to Columbus, O., and return. And corresponding rates to all points within 200 miles. Tickets good going July 3 and 4; good returning till July 5. Call at H. M. BRONSON, A. G. P. A.

\$35.05-DENVER AND RETURN-\$35.05 Via Monon Route. Tickets sold July 3, 9 and 17. Final return imit, Oct. 31. See agent for particulars.

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